

Third Alarm



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July - August 2013



Sunny skies greeted the group who trooped out to the June tour in Middlesex County. They assembled in Granton, where this shot was taken, and moved on to five more stations before entering London, where they visited four more halls. (Bob Rupert photo)

Condolences: the OFBA extends its sympathies to the GTMAA and the many friends and family of long time fire buff Doug Andrew, who passed away July 16. May he rest in peace.

THIRD ALARM

Volume 43 Number 4
July - August 2013

OFFICIAL NEWSLETTER
of the
ONTARIO FIRE BUFF ASSOCIATES
(Incorporated in 1979)

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From the office of the Chief...

Recent events here in Canada have pushed emergency services to the limits. The massive floods in Alberta, the train derailment and explosion in Quebec and closer to home, the torrential rains and flash flooding in the Greater Toronto area have all had devastating results. Each and every time emergency personnel responded with great courage and professionalism. To underscore the risks, take a moment to remember the 19 HotShot Firefighters in Arizona that recently made the ultimate sacrifice. On behalf of the members and Executive of the OFBA, our deepest sympathies to their families, friends and fellow fire fighters. Wherever this summer may find you and your family, have a safe and fun time.

Rick Loiselle, President, OFBA

From our Membership Secretary...

While I was sitting at my desk at work a few days ago, it suddenly occurred to me that it was time again for another issue of The Third Alarm and another column. What to write about – unpaid dues, the search for new members or what a great turnout we had at the first photo tour of 2013 ? My mind was a blank. At the time I was flipping through a newspaper and got an inspiration. So here it is.

The Daily Commercial News is the newspaper which serves the construction industry and includes building reports on projects planned, jobs out to tender and bid results and awards. I read this paper at work on a regular basis and in the past few months have noticed that there appears to be a big increase in listings for fire halls. Some are only in the planning stage, but many list plans already completed for new stations (and in some cases, demolition of the old ones), as well as renovations and additions to existing halls.

One prime example is in Thunder Bay, where a tender is presently out covering 6 different structures – construction of 2 new Fire Hall facilities and 4 EMS addition/renovations to existing EMS Fire Halls. By the time you read this, the contract may well have been awarded. Another tender of interest which recently closed was for Brampton Fire Station 211 – a 14,000 square foot building which includes a Paramedic Services Satellite Station as well as a new Fire Hall – all to cover the northeast sector of Brampton.

I have clippings regarding halls from Thunder Bay south to Toronto, from Ottawa and Cornwall west to London and numerous cities and towns in between. It has been my policy to notify our editor only when a contract for a new facility has officially been awarded - since, unfortunately in a number of cases, the projects are put on hold, pending funding approvals. However, I thought it would be of interest to the members of our fraternity to know that the overall outlook for new facilities does appear brighter than it has for some time.

Robert Herscovitch, Membership Secretary

From the Editor...

The flood of new deliveries continues with a great variety of builders and I am pleased to say our roving correspondents have managed to capture images of most of them for your viewing pleasure. The first half of the tour season has been hugely successful with minimal rain and great cooperation from the various departments with Ajax setting a new standard by providing coffee and doughnuts to the participants at the start of the tour. I am indebted to Walt McCall for the Toronto article, Bob Rupert and Ken Buchanan for rosters, Rick Loiselle, Bertrand Campo, Dean Nickerson and Ken again for apparatus info and to the following for photos: Dave Stewardson, Terry Yip, Herb Galloway, Ken Buchanan, Bob Rupert, Walt McCall, Dean Nickerson, Ian Duke and Dan Jasina,

Desmond Brett, Editor, Third Alarm

Calendar of Events 2013.

July 31 – Aug. 3 SPAAMFAA National Convention & Muster, Philadelphia
<http://spaamfaa.org/meetings.html>

August 13 - Ingersoll FD Sesquicentennial Fire Truck Parade & BBQ Dinner
<http://www.ingersoll.ca/ForResidents/EmergencyServices/150YearsofDedicatedService.aspx>

August 17 - Photo tour – Glencoe, Newbury & Wardsville, side trip to Sarnia for new apparatus

September 14 - Photo tour - Pearson Airport, Halton Hills

September 20 & 21 - Fire-Fest 2013, Chatham-Kent, Catham. Presentation by Richard Picciotto, Chief, FDNY on the Friday, Fire Apparatus show and parade on the Saturday, more info at: www.firefest.ca

October 5 - Photo tour - Orangeville, Shelburne and area

November 2 - Annual Meeting and Flea Market, Toronto Fire Academy



July 6 marked a very successful shoot at the TFS Fire Academy with 20 members and guests attending and sunny, if rather warm, weather. This shot of most of the happy group, taken by a courteous TFS member, was taken in front of Tower 333, a 2005 E-One Cyclone II/Bronto 1500/500/114' tower. A number of new rigs were featured, on the facing page is Aerial 315, a 2012 Spartan Gladiator Smeal 105' quint with 1750igpm pump and 500gwt, the new Command 30, a 2012 Freightliner/EVI/DEV collaboration and Pump 333, a 2011 Spartan Metro Star/Crimson/DEV pumper with a 2000igpm pump and 500gwt. A half-dozen showed up for the East Command tour the next day. All of the host crews were highly courteous and cooperative, especially at Station 211. (Desmond Brett photos)





Shelburne's newest rig is this 2012 Emergency One Cyclone II 100' quint. It sports a 1250gpm pump and 300gwt. Below is Unit 5, a Seagrave tanker on a 2009 IHC 7600 chassis with 300igpm pump and 2500gwt.



Shelburne and District Fire Dept., O'Flynn @ William St. from Ken Buchanan

Unit 1 1989 Ford C8000/E-One 840ipgm/800gwt SN: 7373
Unit 2 2012 Ford F150 Pick Up, Service truck
Unit 5 2009 IHC 7600/Seagrave 500igpm/2500gwt
Unit 6 2004 IHC 4400/Oro Designs Heavy Rescue
Unit 7 1998 Freightliner FL80/Fort Garry 840igpm/1000gwt SN: M6201
Unit 8 2012 E-One Cyclone II 1250igpm/300gwt/100' Quint SN: xx7256

All units except Unit 2 are chrome yellow, Unit 2 is grey



Shelburne Unit 6 is a 2004 IHC 4400 rescue built by Oro Designs.



This is Niagara-on-the-Lake Station 1 located at 2 Anderson Lane in the town of Niagara. Built in 2001, it has four fire companies and also houses a small museum. (Desmond Brett photo)



Some new Ontario deliveries, up north, Atikokan received this 2013 IHC 4400/Fort Garry pump in July, it has a 1050igpm pump, 1000gwt, and 25gft. Pump 15-1 carries serial number M449. Closer to home, East Gwillimbury now has a pair of these Rosenbauer Commanders, each has a 1050igpm pump and 700gwt. P281, below, went to Queensville, P261 is in Mt. Albert. (Dave Stewardson photos)



Below: Milton received this quint after the OAFS Show. Aerial 36 is a 2013 KME Aerialcat equipped with a 1050igpm pump, 320gwt and 79' aerial ladder. (Ian Duke photo)



The apparatus floor...

Guelph Pump 2 is now running with a 2012 Rosenbauer Commander 1050-500-30F (# 10016). Former P2 is now P1 and is a spare out of Headquarters. The Saulsbury Telesqurt that was P1 during our photo tour had been in an accident, the ladder has been removed and it is running as Spare Pump 7 (Ken Buchanan)

London news, from Rick Loiselle: A second tanker built to the same specs as Tanker 11 should be delivered by the end of the summer. It is on an International chassis and is a Carl Thibault product. The tender for the 75' quint has not been awarded as yet but should be done soon. And the construction of new Station 7 is to start very soon. It is to be built on Huron Street a block east of Highbury Ave, not far from the current station location.

Toronto news – Squad 143, damaged beyond repair in an MVC, has been replaced with a similar model (2013 Spartan Gladiator/DEV), the rig was delivered in June and should soon be in service. Car 12 was disbanded on June 24 as part of budget cuts, their former vehicle is now in the spare pool. The new Command 50, delivered last fall, has had the electrics and technology installed and ran a 4th alarm fire on July 16. Two more of the new aerials are now in service in Stations 142 and 322.



From Sudbury, newly acquired Brush 12, a 2013 Ford F550 4x4/CET with PP/200gwt, and Brush 3, (New Sudbury) a 2000 Ford F550/Superior with 100igpm pump and 200gwt. (Dean Nickerson photos).





Three more rigs from the OAF, shot in the early morning hours before they were ensconced inside. Ottawa's 2013 KME Predator pumper, 1500gpm/600gwt/20gft with a FoamPro 2002 foam system. South Dundas 141, a 2013 Spartan Metro Star/Eastway pumper, 1250igpm/1000gwt/30gft and Haldimand County Pump 3, one of three such units delivered recently, all 2013 HME products. (Ian Duke photos)



Apparatus Roundup

ONTARIO

King Twp.	365	2013	Spartan Gladiator /ERV 2000Wgpm/500gwt/100' RM quint (211086)
Milton		2013	Spartan Gladiator/ERV/DEV 1500Wgpm/750gwt/30gft rescue-pump
Sarnia (3)		2013	E-One Typhoon 1500gpm/750gwt/30gwt rescue-pump
Lincoln A1		2013	Spartan Gladiator/Smeal 1500igpm/100' RM
Arnprior		2013	IHC Terrastar/Arnprior 175igpm/150gwt/CAFS medium rescue
E. Gwillimbury P281		2013	Rosenbauer 1050igpm/700gwt
Atikokan P15-1		2013	IHC 4400/Fort Garry 1050igpm/1000gwt/25gft (M449)
Selwyn R3		2012	GMC Sierra/Carl Thibault light rescue (SN 2608)
Selwyn R4		2013	GMC Sierra/Carl Thibault light rescue (SN 2632)
Sudbury B8		2012	Ford F550/CET PP/200gwt brush unit (Whitefish Bay Stn.)
Sudbury B12		2012	Ford F550 crew cab/CET PP/200gwt brush unit (Dowling Stn.)
Sudbury B14		2012	Ford F550 crew cab/CET PP/200gwt brush unit (Levack Stn.)
North Perth U14		2013	Spartan Gladiator /ERV 2000Wgpm/500gwt/100' midmount platform
Chatham-Kent 11-13		2013	IHC/Eastway heavy rescue
Petawawa 9716		2013	IHC 7600/Carl Thibault PP/2500gwt (SN 2632)
Champlain Twp.		2013	IHC 7400/Carl Thibault PP/3000gwt (SN 2633)

OUT WEST

Hartley Bay, B.C.		2013	Dihatsu Hi – Jet/Hub 350igpm PP
Lake Country E71		2013	Freightliner M2 4 door 4x4/Hub 1050igpm/800gwt Foam Pro 1600 FS
Port Moody		2013	Spartan Gladiator/Smeal 1750igpm/500gwt/25gft FoamPro 2002 FS
Samson Cree FN		2013	Dodge Crew Cab/Rosenbauer 200gwt/10gft
Comox Valley		2013	Ford F550 4x4/Rosenbauer mini-pump
Pender Harbour		2013	M2 4x4/Rosenbauer Timberwolf wildland pumper
S. Galiano Island E2		2013	IHC 7400 4x4/Rosenbauer 700igpm/500gwt rearmount pump
Prince George E11		2013	Rosenbauer Commander top-mount pumper
Mechosin		2013	Ford F550 4x4/Rosenbauer mini-rescue
DeBolt, AB		2012	Freightliner M2 112/Rosenbauer pumper 840igpm/3000gwt
MD of Prevost. , Czar		2013	FL114/Fort Garry Fire Trucks 1250/1500/25A/25B 420 PTO s/n #M434
Okotoks		2013	Kenworth T370/Pierce 840igpm/1800gwt/16gft Husky 3 FS
Brazeau County QR2		2013	Ford F550/Fort Garry 70/300/10 #M460
Smokey River R1		2013	IHC 7400/Spartan ERV/DEV medium rescue
Grand Prairie		2013	IHC 7600 4x4/Pierce 1050igpm/800gwt/16gft Husky 3 FS
Swift Current, SK		2013	Freightliner M2 4 door/ Fort Garry 1050igpm/2000gwt M416
Marsden		2013	Dodge 4x4/Rosenbauer mini-rescue
Rockglen,		2013	Ford F550 4x4/Blanchat Minuteman 200gpm/400gwt
Binscarth, MB		2013	Ford F550 4x4/Hub 850igpm/300gwt Foam Pro 1600 FS M439
Opaskwayak Cree Nation		2013	Freightliner M2 4 door/ Fort Garry 1050igpm/1000gwt M413
Winnipeg (8)		2013	Spartan Metro Star/Fort Garry 1500igpm/600gwt/30gft rescue pumps
Grand Marais		2013	IHC 7400/Fort Garry 420igpm/2000gwt

QUEBEC, MARITIMES

Sorel-Tracy		2013	E-One Cyclone II 1500igpm/300gwt/100' platform
Iles-de-la-Madeleine		2013	Freightliner M2/Maxi Metal 1250igpm/1000gwt/30gft
Trois Rivières 541		2013	Freightliner M2/Carl Thibault 18' walk-in rescue (SN 2631)
Dorchester, NS		2013	IHC Durastar/Metalfab 1050igpm/1000gwt /30gft
Woods Harbour – Shag Harbour		2013	Spartan/Metalfab rescue

WESTERN NEW YORK

Batavia		2013	Spartan Gladiator /ERV 2000Wgpm/300gwt/100' RM quint
Middleport 10E3		2013	Spartan Gladiator/ERV/DEV 1750Wgpm/1000gwt/30gft
E. Concord		2013	Ford F550/Spartan ERV 1250igpm Foam Logix FS
S. Onandaga		2013	Kenworth/Spartan ERV 1250igpm/2500gwt
Lacona E13-2-1		2013	KME Predator Panther 1750gpm/1000gwt
Angelica		2013	IHC 4400/HME 1240gpm/750gwt/20gft Foam Pro 2001 FS



This 2013 IHC 7600/Acres rig runs from the Matlock Station in the Regional Municipality of St. Andrews, MB. It has a 625igpm pump, 2500gwt and 25gft. SN 130222102.



Above: Kitscoty, AB received one of three of these Fort Garry tankers bought by Vermilion County. They are all on 2013 Freightliner M2 chassis and have 420igpm pumps and 3000gwts. Below: Cold Lake, AB Ladder 2 is a 2013 Spartan Metro Star/Smeal 1750/250/20/75' quint. (D, Stewardson photos)





A couple from out west, this is Central Saanich's 2011 Spartan Gladiator/Smeal pumper with a 1522igpm pump, 600gwt and 60gft running as Engine 2. Also Engine 2, this Nanaimo rig is a 2012 Pierce Velocity pumper with a 1750igpm pump, 390gwt, a 25gft, and CAFS (Terry Yip photos).



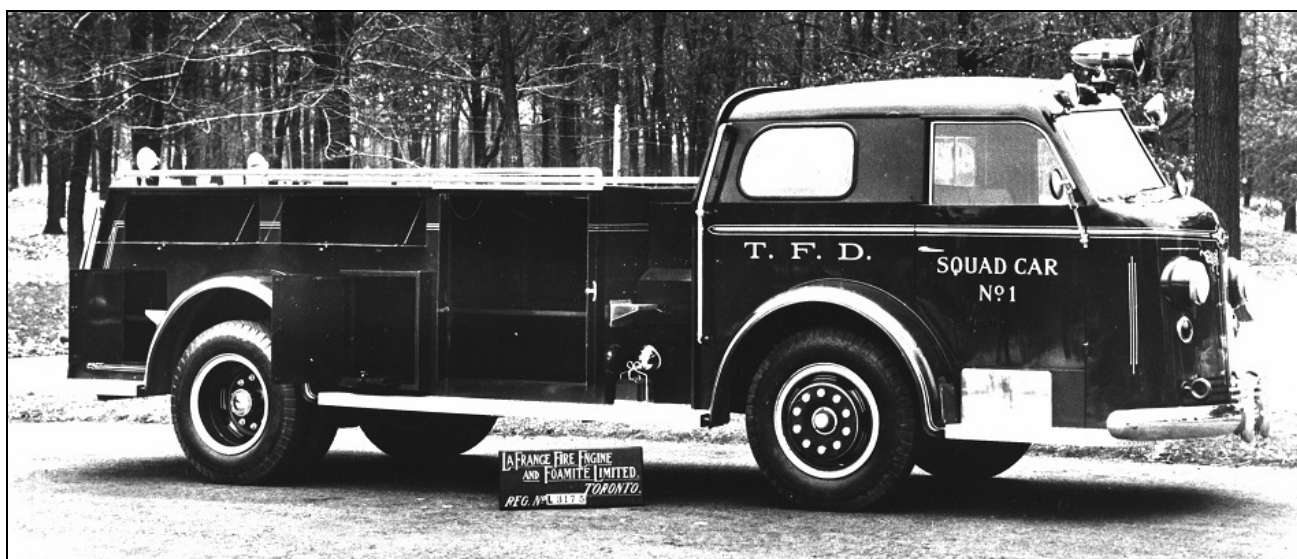
Of the more than three thousand 700 series fire engines built by American-LaFrance between 1947 and 1959, just six were rescue squad trucks. Two of them – or a third of that production – went to a single customer – the Toronto Fire Department.

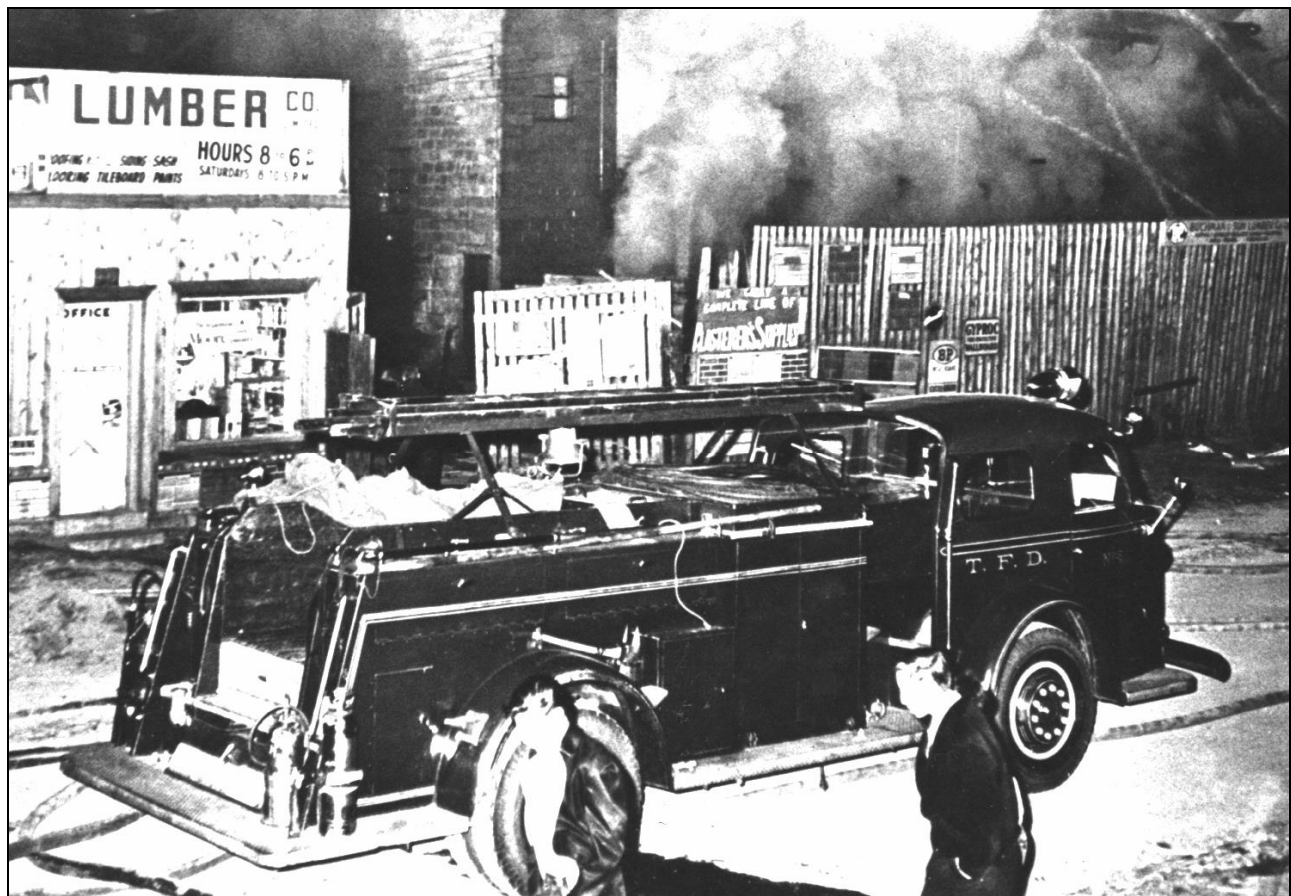
Toronto's first motorized rescue squad was a wide-open Kelley-Springfield purchased in 1915. Thirteen years later the Kelly-Springfield was replaced by a 1928 American-LaFrance Type 92 squad car built by the Elmira, N.Y. firm's Canadian subsidiary, LaFrance Fire Engine & Foamite Ltd. of Toronto. After 17 years of hard service, by the mid-1940s it was time to replace the well-worn 1928 LaFrance. A streamlined, ultra-modern new American-LaFrance rescue squad was delivered to Toronto in mid-1947 – the same year ALF began production of its revolutionary cab-forward 700 Series. Powered by a 215-horsepower V-12 engine mounted behind the driver, the Type 700-SJC, Serial #L-3175, was placed in service at the Adelaide St. Headquarters Fire Hall on August 15, 1947. Squad Car No. 1, as it was lettered on its cab doors had a five-man canopy-style closed cab and fully compartmented rear body. Floodlights and other equipment were mounted on top, and there was a walkway between the two rows of cabinets, entered from the rear step.

In the years immediately following the Second World War, the Toronto Fire Department undertook a major apparatus replacement and modernization program. A 100-foot American-LaFrance JOX metal aerial was purchased in 1946 and a Mack pumper and the new rescue squad in 1947. Three more ALF 700 Series rigs – two pumpers (1 and 11) and a 700 Series 100-foot aerial (#28) were delivered in 1948. No fewer than twelve 700s – eight pumpers, another 100' aerial, two high pressure monitors and a second rescue squad were delivered in 1949. Similar to the one delivered two years earlier, the 1949 LaFrance 700 Series rescue squad (700-SJC, #L-3875) was placed into service at the Adelaide Street hall on April 11, 1949. The original plan was to run two rescue squads, but a lack of available funds to man a second squad resulted in the 1947 LaFrance being taken out of service and placed in temporary storage at the T.F.D. repair shops on Ordnance St. And there it sat gathering dust for the next few years.

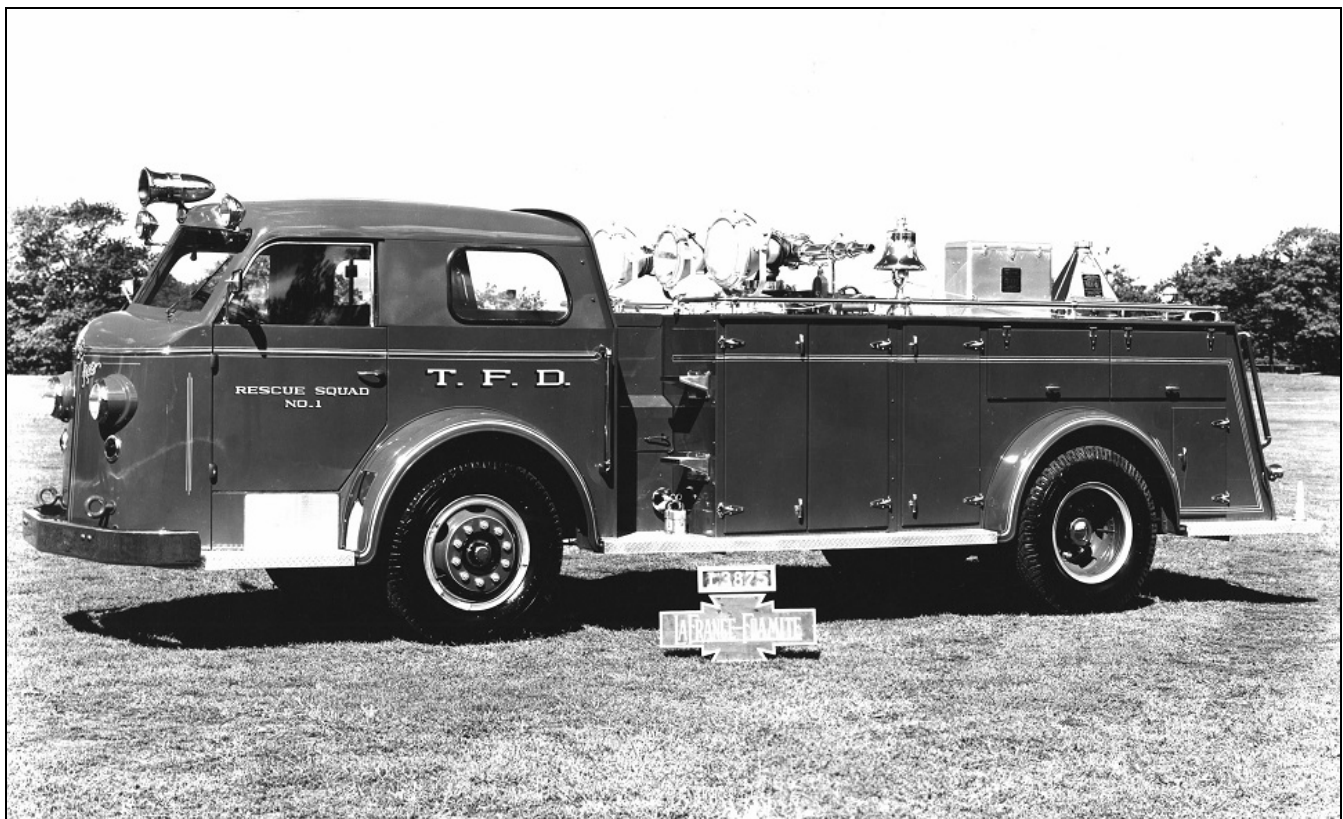
In 1952 -- with funds to man a second rescue squad still not forthcoming -- a decision was made to convert the 1947 American-LaFrance squad into a combination hose and booster car. The necessary parts were ordered from the LaFrance factory on Weston Road and the actual conversion was done by the T.F.D. shops. A booster tank, pump and hose and overhead rack for a 24' ladder were installed and the aisle between the side cabinets was filled with 2-1/2" hose. Lettered simply "No. 5" on its cab doors, the former squad went into service as Hose #5 at the Lombard Street hall, replacing a 1939 LaFrance International hose truck which was reassigned to Station 27.

In 1961, when Pumper No. 1 got a new Mack C-Series cab-forward pumper, the 1958 LaFrance 900 which had replaced the 1948 LaFrance 700 was moved to Station 5 – that hall's first triple combination. The 1947 LaFrance hose truck went back to the T.F.D. shops as a spare. It was disposed in the mid-1960s. With less than a decade of front-line service, the 1947 ALF had the shortest service life of any custom rig in TFD history. Thus ended the strange saga of Toronto's "other" 700 Series rescue squad. For the record, the other four ALF 700 Series rescue squad trucks went to East Orange, N.J. and York, Pa. in 1950; Hyattsville, Md. in 1952 and Bethpage, Long Island, N.Y. in 1956.





A shot of the conversion that ran from Station 5, taken at a lumber yard fire at 449 Logan Ave.



A delivery photo of the 1949 model, Rescue Squad 1, note the deck gun behind the lights, used many times at major fires. (All photos courtesy Walt McCall)



Now in service with West Lincoln as Aerial 1, is ex-Brampton A207, a 1992 E-One Cyclone II 75' quint with a 1250igpm pump and 400gwt. It is assigned to Smithville. Below: Guelph's newest rig, Pump 2 is a 2012 Rosenbauer Commander with a 1050igpm pump, 500gwt and 30gft. (Ken Buchanan photos)





Above: one of Montreal's Rosenbauer T-Rex platforms. The four are all on 2012 Spartan Metro Star chassis, with 115' towers. Below, one of the latest deliveries of a 35 unit order of pumpers from Maxi Metal. Also on Spartan Metro Star chassis, they have 1500gpm pumps and 500gwts. (Bertrand Campo photos)





Three rigs from the Middlesex County tour, info opposite, above is Granton's Tanker 1.



Above: Lucan-Biddulph Rescue 1, below Mt. Brydges' Tanker 24 (Bob Rupert photos).



Biddulph Blanshard Fire Department

Fire Station - 511 Station St., Granton

Pumper - 2001 Freightliner FL80/Superior (840/1000/50F) (SN#SE 2635)
Tanker 1 - 2011 IHC/US Tanker (250/1900) (SN#5459)
Tanker 2 - 1991 GMC Top Kick / Robica-Forman tanker (200/1500) (SN#06/91-1754-8)
Rescue 1987 Amertek / 1993 Superior heavy rescue (SN#SE 1281) (ex-Sarnia)

Lucan Biddulph Fire Department

Fire Station - 216 Main St., Lucan

Engine 1 - 2006 Spartan Advantage MFD / Rosenbauer (1050/880/25F)
Tanker 1 - 1988 GMC 7000/Robica-Forman (1500)
Rescue 1 - 2003 American Lafrance /Alexis (SN#L79887)
Parade - 1928 Reo/Bickle (400 gpm Rotary Gear / 40 gal Chemical)
Parade - 1851 Hunneman hand pumper (SN#432) (ex-London)

Middlesex Centre Fire Department

Coldstream Fire Station – 10284 Ilderton Rd., Coldstream

Pumper - 2009 IHC Durastar/DEV (1050/1000)
Tanker - 1997 GMC/DEV (625/1500)
Rescue - 2007 GMC/DEV

Delaware Fire Station – 11563 Longwoods Rd., Delaware

Pumper - 2007 FL M2/Metalfab (1050/850/25F) (SN#M07-8558)
Tanker - 1998 Ford F700/Metalfab (625/1500) (SN#M98-6003)

Strathroy-Caradoc Fire Department

Strathroy Fire Station - 23 Zimmerman St.

Engine 11 - 2001 Spartan Advantage / S&S (1050/1800) (SN#3743)
Engine 12 - 1988 Ford C8000 / Hub (1050/1000) (SN#1320)
Aerial 17 - 1988 E-One Hurricane (1250/165/110' RM) (SN#6201) (ex-Waterloo)
Rescue 16 - 1992 International 4900 / E-One (SN#10585)
Squad 15 - 2001 Ford E350/Crestline light rescue (SN#FM3841) (ex-ambulance)
Service 18 – 2006 GMC 2500 Pickup
Parade - 1929 Ford Model A/Lorne

Mount Brydges Fire Station - 688 Bowan St.

Engine 21 - 2003 Rosenbauer Commander 3000 (1050/800/30F) (SN#1277803)
Tanker 24 - 2010 Spartan Metro Star / Rosenbauer (1050/2000/50F) (SN#71205)
Service 25 – 1999 Ford E350/Demers (ex-ambulance)



In celebrating their centennial, Pierce held a parade with 70 pieces of apparatus, here are two: Osh Kosh, WI Engine 16, a 2013 Pierce Dash CF PUC pumper with a 1500gpm pump, 750gwt and 30gft, and this unusual rig bound for China, a 2013 Pierce Arrow XT heavy rescue. (Dan Jasina photos)





Resplendent in green, this 2013 Freightliner FL114SD/Fort Garry pumper has a 1250igpm pump, 1500gwt and twin 25g A&B foam tanks. It is operated by West End Fire Services, part of the Municipal District of Prevost, AB, from their Czar fire station. Serial Number M434.



Another usually coloured rig, this belongs to GoldCorp and is used by their Surface Response Team. Also built by Fort Garry, this one is on a 2013 Freightliner M2 chassis. (Dave Stewardson photos)



Another couple from the Pierce parade, this 1976 Ford C/Pierce was delivered in red, white & blue to Jonesboro, IN for the U.S. bi-centennial. It is now privately owned. Below is ex-Honolulu Engine 25, a Pierce Saber 1500gpm pump with 750gwt and CAFS. (Dan Jasina photos)





The badge collection above represents both the Toronto Fire Department and the new Toronto Fire Services (those with the Maltese Cross designs). The picture was taken by its creator, Steven Green, whose interests normally lie with the police services.



Another shot from the tour, TFS Car 32, a 2012 Ford E250XL, in service since New Year's. (D Brett photo)



Two canteens for your perusal, above the Milwaukee Fire Bell Club operates this Gertenslager/Welch unit, ESU 1, as well as a rehab unit. (Ian Duke photo). Below, the Pompiers Auxiliares des Montreal fields three units, including Unite 1330, a 1991 GMC/Grumman/Lafluer canteen. (Bertrand Campo photo)





Above, Toronto's unique 1932 Art Deco fire station, No. 324, located at 840 Gerrard St. E., not far from our venue on July 6. It houses a pump and aerial. Below, the actual venue, the Toronto Fire Academy at 895 Eastern Ave. On the left is the burn house, back right is the all-weather highrise training facility, inside is open to the roof, allowing for aerial operations, etc. The pump in the foreground is an ex-Etobicoke 1993 Duplex/Anderson 1050/500 pumper, now retired. (Desmond Brett photos)





Two more from the June tour: Granton's Rescue without the buffs. This is a 1987 Amertek chassis with a body added by Superior in 1993. The truck originally belonged to Sarnia.



Strathroy-Caradoc Tanker 24, stationed in Mt. Brydges. It's a 2010 Spartan Metro Star /Rosenbauer pumper-tanker with a 1050igpm pump, 2000gwt and 50gft. (Bob Rupert photos).



Two apparatus from the Pickering portion of the May tour: Pumper 52 is a 2005 Spartan Diamond/Smeal product with a 1050igpm pump, 500gwt and 30gft. Serial number 504111.



Tanker 54 is a 2000 GMC C8500/Dependable with a 420igpm pump and 2000gwt. It carries serial number TP314-500-2200-00 and is stationed in Claremont. (Desmond Brett photos).



A couple of golden oldies for you, shot last year at Frankenmuth. First up is a 1929 American LaFrance Type 75 engine, formerly with Bloomfield, NJ. It is now owned by Bob Jehle of Algonac, MI. It has a 760gpm pump and 60gwt. Below, a 1929 Ahrens-Fox NS 4 pumper that served with Des Moines, IA owned by Jeff DuPilka, the truck is equipped with a 1000gpm pump and 159gwt, serial number 3365. (Herb Galloway photos)

